

## **FACT SHEET**

### **PROPOSED HAZARDOUS AIR POLLUTANT REGULATION FOR THE BOAT MANUFACTURING INDUSTRY**

#### **TODAY'S ACTION**

- !** The Environmental Protection Agency (EPA) today is proposing a regulation to reduce emissions of air toxics from the boat manufacturing facilities.
- !** Air toxics, also called hazardous air pollutants are those pollutants known or suspected of causing cancer or other serious health effects. Air toxics are released during application and curing from the resins, gel coats, adhesives, coatings and solvents used in boat manufacturing.
- !** Today's proposal covers resin and gel coat operations at fiberglass boat manufacturers, paint and coating operations at aluminum boat manufacturers, and carpet and fabric adhesive operations at all boat manufacturers.
- !** The proposed rule will apply only to those boat manufacturers considered "major" sources of air toxics. A major source emits 10 or more tons a year of a single air toxic, or 25 tons a year a combination of toxics.
- !** The rule will affect approximately 119 boat manufacturing facilities, plus any similar facilities built in the future. The existing sources include 107 fiberglass boat manufacturers, 11 aluminum boat manufacturers, and one facility building both aluminum and fiberglass boats.
- !** The standards for aluminum boat painting operations will apply only to aluminum boats that are not commercial or military boats. Commercial and military boats are covered under a separate EPA shipbuilding regulation.
- !** EPA developed today's proposal in close partnership with major stakeholders, including industry representatives and state and local agencies.

#### **HEALTH AND ENVIRONMENTAL BENEFITS**

- !** The proposed regulation would reduce emissions of styrene, methyl methacrylate, methylene chloride, toluene, xylene and other air toxics from fiberglass and aluminum boat manufacturing facilities. These include possible and probable human carcinogens, in addition to compounds that can damage the central nervous system, liver and kidneys.
- !** Today's proposal would reduce air toxic emissions from boat manufacturers by about 3,550 tons annually, a 36 percent reduction from current levels.

- ! Today's action demonstrates EPA's commitment to making pollution prevention an integral part of regulatory actions whenever possible. All of the control requirements outlined in the proposed rule are based on cost-effective pollution prevention techniques. EPA's proposal provides a variety of options for meeting the regulation's requirements.

## **COST**

- ! The total annualized cost of the proposed rule, when fully implemented in 2003, is estimated to be \$14 million for the entire industry.
- ! The cost reflects the higher cost of using materials emitting lower levels of toxics, and the cost to switch from atomizing resin spray guns to non-atomizing resin flow coaters. The cost includes the cost of testing new lower-air toxic resins and gel coats.
- ! The estimated cost also includes the cost of monitoring, recordkeeping and reporting.

## **WHAT THE RULE REQUIRES**

### General

- The proposed regulation contains emission standards that limit the amount of air toxics regulated boat manufacturing materials may contain. It also sets work practice standards.
- The standards are the same for new and existing boat manufacturing facilities.
- The standards do not require emission testing or monitoring. The rule will be enforced through records facilities must maintain and reports they must submit to EPA or state agencies.

### Fiberglass Boat Resin and Gel Coat Operations

- Boat manufacturers must purchase and use resins and gel coats that meet certain air toxics content limits, depending on the type of material.
- Boat manufacturers will also need to apply resin using nonspray (nonatomizing) technology in place of resin spray guns. Nonspray technology includes resin flowcoaters, pressure-fed rollers or resin impregnators,
- The proposed standards prohibit the use of air toxic-containing solvents for routine cleaning of resin and gel coat application equipment.
- The standards require covers on larger (55 gallon and above) resin and gel coat mixing containers.

- Boat manufacturers will have the flexibility to comply by averaging air toxic contents within a single operation or over several resin and gel coat operations.

#### Aluminum Boat Painting Operations

- The proposed standards limit the air toxic content of the paints and other coatings used.
- The proposed standards limit the amount of certain solvents (those that contain air toxics) that can be used to clean boats before painting.
- The proposal would require paint spray guns to be cleaned with non-air toxic solvents or in a way that captures the cleaning solvent.

#### Carpet and Fabric Adhesive Operations

- The proposed standards prohibit the use of air toxic-containing carpet and fabric adhesives at all boat manufacturers.

### **FOR MORE INFORMATION**

- ! For more information about the proposal, contact Mark Morris of EPA's Office of Air Quality Planning and Standards at (919) 541-5416. The proposed rule is available on the World Wide Web at <http://www.epa.gov/ttncaaa1/t3pfpr.html>.
- ! EPA's Office of Air and Radiation home page on the Internet contains a wide range of information on the air toxics program and many other air pollution programs and issues. The address is: <http://www.epa.gov/oar>.